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available, and these stalwarts are capable of looking after matters of equipment and taking their patrons anywhere in reason. They are becoming past-masters in tactful discrimination, they 'temper the wind to the shorn lamb'".

**In the Abruzzi.** By Anne Macdonell: With Twelve Illustrations after Water-Colour Drawings by Amy Atkinson. ix and 309 pp., map and index. F. A. Stokes Company, New York, 1909. \$2. 8½ x 5½.

The land of the Abruzzi is due east of Rome, beyond the nearer heights that bound the Campagna. This region is supplied with railroads and other highways, but travelers, and even most Italians know little of it. Only recently have the Abruzzi come to be visited by tourists, though the region is wonderfully picturesque and contains also the relics of great art, though they must be sought for because they are not gathered into collections, but are scattered among unfrequented valleys or quaint little towns or remote mountain sides.

This book will help to make the Abruzzi better known and to attract visitors to this highland region. The author has written very carefully and shows many aspects that make the Abruzzi worthy of the attention and admiration of a wider public. She fully describes both the country and the people. The colored views are an interesting feature.

**The Cathedrals of Northern France.** By T. Francis Bumpus. x and 396 pp., map and illustrations, appendix and index. James Pott & Company, New York, 1910. 7½ x 5.

The cathedrals here described are north of the Loire as far as the confluence of the Allier River, and thence north of a straight line, joining the Allier mouth with the Ardennes. The usefulness of the book as a touring companion is increased by grouping the great churches in their respective archiepiscopal provinces. Twenty-seven pages are given to a sketch of the development of the French cathedrals, which is followed by descriptions of twenty-five of them. The book is the outcome of years of study and observation, and will be very useful to all travelers who wish to know more of the ecclesiastical "glories of France."

**Les Grands Ports de France, leur Rôle économique.** Par Paul de Rousiers. vii and 258 pp. Librairie Armand Colin, Paris, 1909. F. 3.50.

Geographers interested in the influence of location, environment and political conditions, on the rise and decline of human settlements, owe the author special gratitude for this book. He first establishes a classification of seaports, according to their functions, which he designates as commercial, regional or industrial. The commercial function is the oldest, because the ports originally served only as depots and points of distribution for ocean goods; it is the prominent function of many ports even to-day. The regional function came to the front when the economic development of the respective hinterlands was so far advanced that their exports determined the character of the ports; and the youngest of the three, the industrial function, was due to the advantage of working up raw materials from abroad as near the place of their importation as possible. Ports which occupy a commanding position in the world's trade must have more than one function nowadays, and the time of one-function ports seems gone by. The large and fast ships of the present require enormous quantities of freight to make their trips pay, and neither of these functions alone can furnish enough traffic for any port to make it worth while for modern vessels to call there.

From these points of view, the author determines the respective functions of the great ports of France, and their influence on the development of these functions.

Dunkirk seemed to be limited to the function of a merely commercial or strategic harbor; it was one of the few protected places on a dangerous coast, and had no natural connection with the hinterland. But when the cotton and beet sugar industries of northeastern France developed, and the natural outlet of that region, Antwerp, was on foreign territory, a national port had to be created and an artificial connection, the Lille-Dunkirk Railroad, was established between the isolated port and the hinterland. Thus Dunkirk became a regional port contrary to all geographical conditions, and as such it is now having a degree of prosperity never known under the old régime.

In the case of Havre, one would expect a mainly regional port, owing to its location at the mouth of one of France's largest rivers. But the contrary is the case, because the shallow and unreliable course of the lower Seine is an obstacle, rather than an encouragement, to commerce upstream. Havre, therefore, has been at all times, and is even now, pre-eminently a commercial port, more especially the great international coffee market of Europe. Her business men represent the pick of their class from France, England, Belgium, Germany, and their combined efforts have made the place what it is to-day. As they are mostly foreigners, however, this prosperity does not seem to rest on a very safe basis, because, if they should ever find another place more suited for their business, they would turn their backs on Havre. It is fortunate, therefore, that the advent of the railroad has given it a chance to become also a regional port for the cotton industry of Normandy, and this function might be greatly extended if the country were not in the grip of one railroad company, so that for purposes of transportation, Bremen is a nearer port to central and eastern France than Havre. It is therefore difficult to secure enough return freight for the large steamers that leave cargoes there. Attempts have been made to start a number of industries near the port, the products of which are expected to supply this need. Thus, the regional and industrial functions may preserve the commercial factor in its original intensity.

Rouen, on the other hand, is a typical example of the working of favorable geographic conditions. It is at the head of navigation, and owns the first bridge that spans the river. Thus built on both banks of the river, it controls the country on both sides in addition to that upstream which, to make the advantages of its location complete, includes Paris. Hence, Rouen has always been a thriving port and a wealthy city, and there is no prospect of a change in the near future, as the railroads centering there have only served to intensify its relations with that vast and progressive hinterland.

Nantes one would expect to be the Rouen of the Loire and of Orleans; but in spite of the sameness of geographical environment, its functions were radically different, owing to political conditions. Nantes never was the regional port of the Loire country, because under the old régime, when France was divided into a number of commercial provinces, it was made the port of Brittany, with which it had almost no connection. Its only possibilities, therefore, were on the high seas, and thus Nantes became the seat of West Indian traffic and a kind of French Hanse town, which amassed fabulous wealth by trade in sugar and "black ivory." The rise of the beet sugar industry, and the emancipation of the slaves, proved, of course, deadly blows to this prosperity, and even the letting up of the artificial barrier between it and the hinterland could not avert the decline,

because in the meantime railroads had connected that hinterland also with other ports, and the shallow Loire was inadequate for navigation with modern boats, so that it could not even maintain the competition by a cheaper waterway. Nothing but deep sea fishing was left to the descendants of the Nantes Vikings, and a few industries which have been started there more recently are far from sufficient to give the place any of its former importance. Nothing but the improving of the Loire waterway can redeem the situation by allowing the port at last to come into its own as the regional port of that large part of France which geographically belongs to the Loire and its tributaries.

The same causes which deprived Nantes of its natural hinterland, gave one to La Rochelle, which was, by nature, as isolated as Dunkirk. The division of France into commercial provinces made La Rochelle the port of "La province des 5 grosses fermes," *e. g.* the Loire country. It owed this preference, probably, to the fact that, between independent Nantes in the north and Bordeaux in the south, which used to be English as much as French, it had been, through all the Middle Ages, the only royal port on the western coast. When its monopoly fell, railroads had come to supply connections where nature had not provided for them, so that the port did not suffer from the change. Indeed, the needs of the Nineteenth Century brought out a new advantage of its location, because it was as near the coal fields of England on one side as it was of the parts of France in greatest need of that article on the other. Its business, therefore, went on increasing so much that a new harbor was built at La Pallice, and this harbor, with its modern facilities, in its turn attracted there more traffic, and especially the large transatlantic steamers that began to find Bordeaux inadequate for their needs. Owing to such improved chances for ocean transportation, a large part of what was originally Bordeaux hinterland has become tributary to La Rochelle and this process is still continuing.

Bordeaux is thus falling considerably behind in the race, and this is owing to several causes. Its former supremacy rested on a purely commercial basis, namely, on the trade with Santo Domingo and the West Indies generally, which was killed by the loss of that colony. It still had the wines of the Gironde country to fall back on; but the demand for those wines has considerably decreased, both at home and abroad. The hinterland, or what is left of the hinterland, owing to the competition of La Rochelle—La Pallice, is not progressive, it has remained stationary for generations and it is self-sufficient to-day as it was centuries ago. The only regional freight handled at Bordeaux at present is the pine timber from the Landes, which is exchanged for coal from England. Like Nantes, Bordeaux has taken to fishing to make up for the falling off in its trade, and its suburb of Beigles bids fair to become the Gloucester, Mass., of France, as thirty of the thirty-eight drying establishments of France are located at this place. Recently the location at Bordeaux of the rubber market of France promises to give its trade a new impetus. The greatest problem of the present is, however, how to increase the exports of the place, for there is a constant lack of return freight for the steamers that unload there. As the hinterland is not likely to fill this want in the near future, it is only by creating local industries that Bordeaux can hope to regain some of its former prominence, which the commercial function alone has not been able to maintain.

Marseilles, finally, has always been the largest port of France, in spite of varying geographical and historical conditions. It owes this superiority to its excellent commercial opportunities. For all parts of western Europe, it is the nearest port on the Mediterranean to embark for the Orient, and since the open-

ing of the Suez Canal it is the door even to the Far East; it is the only port of the Rhone valley, and in addition, the port par excellence for the African possessions of France. While the regional opportunities, too, seem larger than those of any other French port, its regional function is not, however, as important. The passenger traffic alone is proportionate to it; but for freight the connections of the upper parts of the Rhone valley are much better via the Atlantic ports than downstream, where navigation is far from satisfactory. There is some danger that even the unexcelled commercial position of Marseilles may be shaken if the regional function, or the industrial, continues to be thus disregarded. For a great international port like this needs domestic traffic to keep the foreign trade going, and of the domestic kind, Marseilles has too little for modern conditions. Like Bordeaux, Marseilles has begun, therefore, to supplement its business by industrial pursuits, but they suffer from the lack of adequate facilities for transportation from the factory to the port, which often costs as much as the freight all the way from Marseilles to the Black Sea, as almost all the goods must be carted. The construction of a barge canal is therefore under discussion, and there is no doubt that in this way the whole region would receive a new impetus which would considerably benefit the business of the port.

M. K. GENTHE.

## GENERAL

**Geographisches Jahrbuch.** XXXIII. Band, 1910. Herausgegeben von Hermann Wagner. Gotha, Justus Perthes, 1910. 472 pp. 15 marks. 9 x 5½.

The current edition of this indispensable summary of the literature of all branches of geography is mainly devoted to general geography. The progress made in cartography (projections, map drawing, cartometry) in 1906-08 is reviewed by Dr. H. Haack (pp. 119-204); in dynamic geology in 1903-04 by Dr. E. Tams, pp. 79-118 (this division represents a part of the section formerly entitled "Fortschritte der Geophysik der Erdrinde," edited by Prof. E. Rudolph); in regional geology in 1907-09, by Prof. Toula (pp. 205-314); in oceanography in 1903-09, by Dr. L. Mecking, pp. 395-454 (formerly in the hands of Prof. Krümmel); in geographic meteorology in 1906-08, by Dr. W. Gerbing (pp. 3-78); in plant geography in 1905-09, by Dr. L. Diels, pp. 315-394 (a section that has been in Prof. Drude's hands for nearly 30 years). The usual systematic index of the whole cycle embraced by the summaries of the Jahrbuch enables one to determine in which volume is to be found the most recent review of any given subject.

W. L. G. J.

**Vergleichende Untersuchungen über Flussdichte.** Von Ernst Puls. Dissertation, Universität Kiel. pp. 39. Hamburg, 1910. 9 x 5½.

An investigation of the density of the drainage systems of certain typical districts, based on planimetric and curvilinear measurement, respectively, of their areas and their water courses. Drainage density is represented by the quotient of the area of a district divided by the length of its water courses. Two districts in the Northern Plain and five in the Central Highlands of Germany are discussed together with one example each of an Alpine and a Mediterranean district as represented by the region adjoining the Jungfrau and by the province of Attica.

W. L. G. J.